

of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next,

Dated this 13th day of November, 1856.

*Tatham, Upton, Upton, and Johnson,*  
Solicitors for the Bill.

#### Bourn and Essendine Railway.

(Incorporation of Company for Constructing a Railway from Essendine, in the County of Rutland, to Bourne, in the County of Lincoln; Powers to use Station of the Great Northern Railway at Essendine.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company for the purpose of making and maintaining the railway and works hereinafter mentioned, or some part or parts thereof, that is to say: a railway, with all proper works, stations, and conveniences connected therewith, commencing in the parish of Essendine, in the county of Rutland, by a junction with the Great Northern Railway at or near the south side of the Essendine station on the said last-named railway, and terminating near the south end of the town of Bourne, in the county of Lincoln, in a field belonging to Philip Duncombe Pauncefort Duncombe, Esquire, in the occupation of Benjamin Brown Ferraby, being part of a field numbered 394 in the Bourn parochial plan and book of reference made in the year 1847, and situate on the west side of and adjoining the turnpike-road leading from Bourn to Deeping, in the county of Lincoln; which said intended railway and works will be made in, or pass through or into, the several parishes or townships or extra-parochial or other places of Essendine, in the county of Rutland, and Carlby, Braceborough, Greatford, Wilsthorpe, Manthorpe, Witham on the Hill, Obthorpe, Thurlby, Northorpe, and Bourn, in the Parts of Kesteven, in the county of Lincoln, or some or one of them.

And it is proposed by the said intended Act to empower the Company to be thereby incorporated, or any other Company or person lawfully using the said intended railway, to use with their own engines and carriages, or with the engines and carriages of such other Company or person using or passing over the said intended railway, the station, watering-places, water, and conveniences of the Great Northern Railway Company, at Essendine aforesaid; and also to use and pass over with engines and carriages as aforesaid so much of the railway of the Great Northern Railway Company as may be necessary for the use, by the said intended Company, or such other Company or person as aforesaid, of the said station, and to fix and determine the amount of rate, toll, or charge, which shall be paid by the said intended or such other Company or person as aforesaid, for the use by them of the before-mentioned station, railway works, and conveniences, or any of them.

And it is also proposed by the said intended Act to take power to levy tolls, rates, rents, and duties for the use of the said intended railway, and to grant exemptions from such tolls, rates, rents, and duties; and also to raise money on the credit of the said tolls, rates, rents, and duties, or otherwise, for the purposes of the said intended Act; and also to take powers to purchase compulsorily, or otherwise, the land, houses, works, and other property, which may be required for the construction of the said railway and works, or otherwise, for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges which would interfere with the

purposes aforesaid, or any of them. Power also will be taken in the said Act to enable the Great Northern Railway Company to subscribe to the said undertaking, and to enter into working arrangements and agreements with the said intended Company, for the traffic upon the said railway.

And it is also proposed by the said intended Act to take power to break up, alter, divert, or stop up, either permanently or temporarily, all such banks, turnpike or other roads, ways, bridges, drains, streams, rivers, and water courses within the before-mentioned parishes, townships, and extra-parochial places, or any of them, as it may be necessary to alter, divert, or stop up for the purposes of the said intended railway and works, or otherwise, for effecting the objects of the said intended Act.

And it is intended by the said Act so far as may be necessary for the purposes aforesaid to alter and amend some of the provisions of the several Acts of Parliament following relating to the Great Northern Railway Company, that is to say: local and personal Acts 9 and 10 Victoria, chapters 71 and 352; 10 and 11 Victoria, chapters 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, chapter 114; 12 and 13 Victoria, chapter 84; 13 and 14 Victoria, chapter 61; 14 and 15 Victoria, chapters 45 and 114; 15 and 16 Victoria, chapter 153; 16 and 17 Victoria, chapter 60; and 18 and 19 Victoria, chapter 124.

And notice is hereby further given, that maps, plans, and sections, showing the line, situation, and levels of the said intended railway and works, and the lands, houses, and property to be taken for the purposes thereof, together with a book of reference to such plans, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Parts of Kesteven, in the said county of Lincoln, at his office at New Sleaford, in the said county, and with the Clerk of the Peace for the county of Rutland, at his office in Oakham, in the said county of Rutland; and that on before the same day a copy of so much of the said plans, sections, and books of reference respectively as relate to each parish in or through which the said railway and other works are intended to be made and maintained; and also that a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto; and that on or before the 31st day of December, 1856, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.—Dated this 12th day of November, 1856.

*Whitelock and De Gex,* 14, Suffolk-street,  
Pall Mall, London;  
*Bell and Son,* Bourn;  
Solicitors to the Bill.

#### Morden Carrs Drainage.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for a Bill for all or some of the following purposes, (that is to say):

For draining certain lands in the parishes or chapelries of Bishop Middleham, Merrington, Ferryhill, Sedgefield, and Aycliffe, in the county of Durham, and especially for draining and improving that part of the said lands commonly known as Morden Carrs, otherwise Morden Carrs